

CUNO PLANS BIG LOAN ASSISTED BY STINNES

Would Stabilize Mark and Give France Share in Proceeds.

INDUSTRY WOULD HELP

Hope to Raise 20,000,000,000 Marks; Ask 4 Years Delay on Payments.

MATTER UP TO PREMIERS

Germany to Pay Fines and Make Apologies Demanded of Bavarian Towns.

By LINCOLN EYRE.
Special Cable to The New York Herald.
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New York Herald Bureau.
Berlin, Dec. 8.

The nature of the German reply to the Entente's demand for apologies and punitive indemnities in reprisal for the Bavarian attacks upon allied control officers is not yet known officially, but it is understood the Central Government will pay the fines. Its importance, however, is entirely eclipsed by the news, now apparently definite, that Chancellor Cuno is preparing to make a fresh reparations proposal to the Reparations Commission in connection with the allied Premier's conference in London.

The basis of these proposals, it is understood, is the flotation of a loan in which German industry is expected to participate, and in the proceeds of which France will share immediately. The last point represents an advance over the program for the stabilization of the mark formulated by the Wirth Cabinet on November 13, and accepted by Dr. Cuno.

Since Dr. Cuno assumed office he has been conducting negotiations with German industrial barons to learn to what extent they will help frame a reparations policy acceptable to the Allies. United States Ambassador Alanson B. Houghton and Senator Medill McCormick also were consulted. It is understood that Mr. Houghton was informed of the proposition and was authorized to lay it before Ambassador Harvey and Henry P. Fletcher, United States Minister to Belgium, at their meeting in London. Lord d'Abernon, the British Ambassador here, who is now in London, also was notified, with the request that he submit the plan to his Government.

Stinnes Backs Plan.
The plan originated, it appears, with a German industrial group, Hugo Stinnes himself having played a considerable role in its initiation. The fundamental idea is the acquisition of enough cash to stabilize the mark and avert the financial collapse of France. To achieve this Stinnes and his associates, as well as Dr. Cuno and Senator McCormick, are convinced there must be a comprehensive readjustment of the reparations system. The schedule of payments must be scrapped and the total German indebtedness fixed at a figure admittedly compatible with her power of payment.

It is hoped France will accept this course, in exchange for the immediate receipt of considerable money to be obtained by a loan backed not only by 500,000,000 marks gold of the Reichsbank's reserve, but set forth by the note of November 13, but also partly by German industry. German experts are confident that as much as 20,000,000,000

marks gold could be raised in this fashion, a sum sufficient to prevent further depreciation of the mark and to insure French solvency.

The Stinnes thesis calls for the establishment of direct contracts between Germany industry and the French consumer in the devastated regions along the lines laid down by the Stinnes-Luberau agreement. Germany is likely to insist, however, upon complete abandonment of the French threat of military sanctions, and possibly curtailment of Rhineland occupation, or even its abandonment.

Demand Four Years' Moratorium.

The fixation of a four years' moratorium for subsequent reparations payments, of course, will be a basic condition of the scheme, as it was in the original proposals for the stabilization of the mark. The new plan has been discussed not only by the Central Government, but by the Federal Prime Ministers, who are understood to have been in accord with the Chancellor.

Meanwhile, the answer to the council of ambassadors relative to punitive measures for the Passau and Ingolstadt incidents is ready, but will not be dispatched until Dr. von Knilling, the Bavarian Chief of State, has consulted his Munich associates and communicated his views to Dr. Cuno. It is said, however, that the apology required by the Allies will be forthcoming, but that it will bear the Chancellor's signature instead of that of Dr. von Knilling, as the council of ambassadors demanded.

Dr. Cuno will point out that Germany's dealings with foreign Powers must be conducted through the Berlin Government, and that the Allies will be the head of that Government to express the desired regrets, and not for the Premier of one of the federated States.

Friction between the Germans and the allied control commission is likely to be increased by the discovery of a large quantity of arms and ammunition at Leipzig, in a municipal building. The store includes 340 rifles, 500 rounds of ammunition, two machine guns, two mine throwers and hand grenades.

IRISH BANDITS SET FIRE TO TRAIN FOR DUBLIN

Fifty Passengers Forced to Jump to Save Their Lives.

DUBLIN, Dec. 8.—A train attack at Liffey Junction, near Dublin, to-night endangered the lives of fifty passengers, among them five women. A score of men held up the train, compelled the engineer to alight and ordered the passengers to the rear car. They then poured kerosene on the rest of the train, set fire to it and started the engine. Other men meantime tried but failed to uncouple the rear car, which was carried along at the tail of the blazing train. The passengers jumped and saved their lives, but many were badly hurt.

Two men, apparently students, entered Mercer's Hospital at 9 o'clock this morning, proceeded to a ward guarded by a police officer and ordered him to throw up his hands. The officer raised an alarm and was shot and dangerously wounded. The two men who did the shooting made their escape.

JAPAN JUNKING 15 SHIPS UNDER TREATY'S TERMS

Hughes Believes France Will Ratify Naval Compact.

Special Dispatch to The New York Herald.
New York Herald Bureau.
Washington, D. C., Dec. 8.

Secretary of State Hughes made public to-day a dispatch from the American Ambassador in Tokyo outlining the progress made by the Japanese Government toward scrapping war vessels under the terms of the five Power naval treaty.

All work has been suspended on the four capital ships under construction when the treaties were signed and eleven ships have been partially dismantled, the greater part of their armament having been removed.

The delay in general ratification of the treaty was brought to the fore again by the reference to the treaties in the President's message. The State Department believes France will not refuse to ratify.

SHIPSTEAD IN NEW ATTACK ON BUTLER

Supreme Court Nominee Under Fire Again From Minnesota Senator-Elect.

Special Dispatch to The New York Herald.
New York Herald Bureau.
Washington, D. C., Dec. 8.

New charges impugning the professional qualifications of Pierce Butler of St. Paul, who has been nominated twice by President Harding as an Associate Justice of the Supreme Court, were filed by Senator-Elect Shipstead (Minn.) to-day with the sub-committee of the Senate Judiciary Committee, consisting of Senators Nelson (Minn.), Cummins (Iowa) and Walsh (Mont.).

Mr. Shipstead also asked the committee to grant public hearings on his charges and to summon witnesses which he named.

Judge J. H. Henderson of Des Moines also submitted to the committee a telegram from the executive board of the railroad valuation board, asking the privilege of being heard in connection with the Butler charges. As a result of the protests and requests the committee adjourned until next Wednesday, when the hearings will begin.

Mr. Shipstead laid special emphasis in his protest against Mr. Butler on his alleged connection with the notorious "yellow dog" fund of the Twin City Rapid Transit Company, which is alleged to have been used for corrupt and improper purposes in procuring special privileges from the Minnesota Legislature and the City Council of Minneapolis.

ture and the City Council of Minneapolis.

"Mr. Butler is now engaged as counsel," he said, "in preventing the city of Minneapolis from securing access to the records of sundry bank accounts of the transit company. Delos F. Wilcox, an expert employed by the city of Minneapolis, made public an official report on June 11, 1922, based upon an examination of the records of the transit company, which showed that amounts totaling \$2,042,597 of profits had been devoted to extraordinary purposes which required investigation. The records show that several hundred thousand dollars, and individual items amounting to as much as \$41,000, had been given to various public officials and men of great political influence during the period when the transit company was seeking special favors from the Legislature of the city of Minneapolis.

"Mr. Butler, by reason of his long service as counsel for various corporations is so completely imbued with the viewpoint of these corporations and so blind to the public interest that he would be unable as a member of the Supreme Court to act with an unbiased mind.

"The appointment of Judge Gary, chairman of the board of directors of the United States Steel Corporation to the Supreme Court would not, in our opinion, be more unfitting or improper than the appointment of Mr. Butler.

"Mr. Butler by virtue of his past employment as counsel for the Associated Railways of the United States and other public utility corporations is disqualified to sit on a large number of cases which will come before the Supreme Court during the next four years.

Among the witnesses Mr. Shipstead asked the committee to summon to support his charges were: Delos F. Wilcox, 73 Greene street, Elmhurst, L. I.; Max Lowenthal, 43 Exchange place, New York; Prof. Felix Franfurter, Harvard University, and Prof. William A. Schaper, Minneapolis.

SUBSIDY CHANGED TO SUIT LASKER VIEW

Senate Committee Strikes Mad-den Amendment From Bill.

Special Dispatch to The New York Herald.
New York Herald Bureau.
Washington, D. C., Dec. 8.

Chairman Lasker of the Shipping Board to-day succeeded in having the Senate Commerce Committee strike out the Madden amendment to the ship subsidy bill. This will reduce the bill's chances in conference.

In place of the Madden amendment, which would permit direct Federal aid only through annual appropriations, the Senate committee adopted the following proposal, which was approved by Mr. Lasker:

"Provided that no expenditure shall be made from the merchant marine fund because of any increased compensation granted under paragraph C, section 419, except out of appropriations therefrom annually by Congress."

Paragraph C, section 419 of the ship subsidy bill, provides that after the making of the contract of compensation the Shipping Board may, with the consent of the other party thereto, decrease or increase the rate of compensation to be paid.

Chairman Madden (Ill.) of the House

Appropriations Committee makes no secret of his fear that the elimination of his amendment will mean that the House will reject the bill in conference. Even with his amendment, he points out, the bill passed the House by only a small margin.

Chairman Jones (Wash.) of the Senate Commerce Committee made a hard fight to kill both the Madden amendment and the substitute, but after Mr. Lasker gave his approval to the latter he fell in line. The substitute amendment was adopted by a divided vote, he said, but declined to tell how it stood.

Other important changes made in the bill by the committee:

1. Limit expenditures from the merchant marine fund in one year to \$30,000,000.

2. Strike out the tax exemption granted to vessel owners who invest earnings in new ships and also the clause exempting from taxation funds obtained from the sale of ships.

3. Insert a provision to the effect that the Shipping Board cannot make a contract with shipowners to extend beyond fifteen years. The original bill permitted contracts extending nineteen to twenty years.

4. Provide that no application for a contract could be refused until after a public hearing. No public hearings are required in cases where contracts have been granted.

5. Reduce from 75 per cent. to 50 per cent. the number of vessels any firm getting Federal aid under the act shall have under the American flag at the end of three years after the passage of the bill.

6. Put in provision which the House struck out relating to the accounting office, placing the whole accountancy in charge of the general accounting office.

Another meeting of the committee will be held to-morrow to consider the question of routes.

Chairman Jones expects to have the measure ready to report to the Senate Monday.

BROADWAY

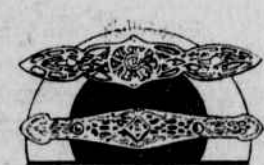
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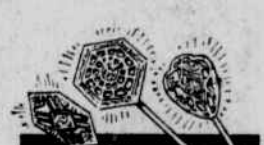
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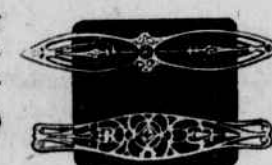
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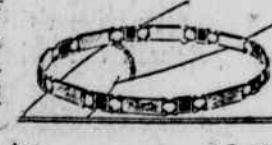
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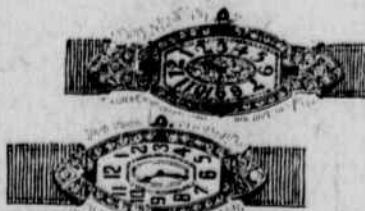
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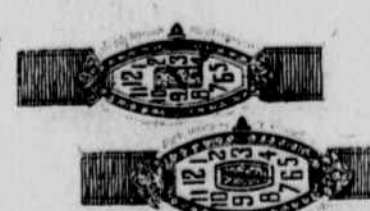
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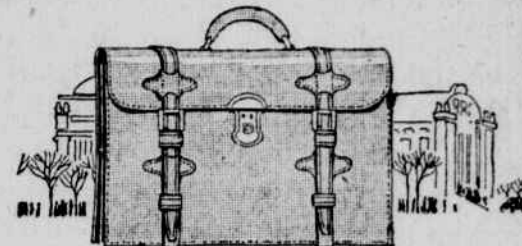
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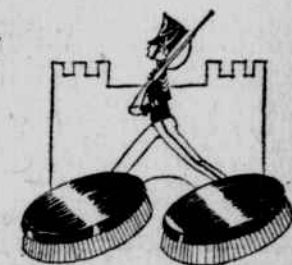
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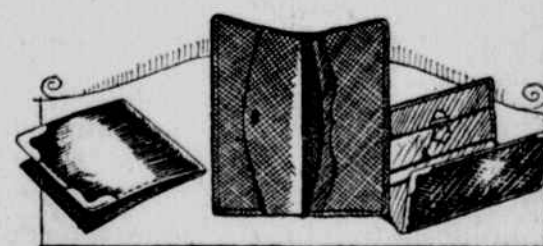
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